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Environmental degradation and international trade: input-output analyses

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Propositions

1. Change in the trade structure was the key driver of the uneven growth of emissions embodied in trade between the developed and the emerging economies. (Chapter 2)
2. Increases in final demand levels and decreases in emission intensities were important drivers of the changes in emissions embodied in trade. (Chapter 2)
3. With a constant or growing population, economic development is unlikely to lead to reduced pressures on the environment. (Chapter 3)
4. There is a positive relationship between income and the net imports of emissions. (Chapter 3)
5. Damages associated with international trade are considerable and cannot be neglected. (Chapter 4)
6. "Environmental damage to value-added ratios" differ greatly across industries. (Chapter 4)
7. Serious biases in footprint estimates may occur when the true (but sometimes unknown) emission coefficients in a country are estimated by average emission coefficients. (Chapter 5)
8. Using a so-called "regional representative" to estimate the true technical coefficients of countries for which these are unavailable might improve the estimation of consumer responsibility for environmental degradation considerably. (Chapter 5)
9. A good way to survive winters in Groningen is having excellent roommates to share time with and who can cook delicious food.
10. Knowing oneself better leads to a happier life and doing a PhD is a way of getting to know oneself better.